THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JULY 13, 1870

Incidentals.

A public speaker in Boston said the question before us is, not what we will do with John Chinaman, but what will he do with us?

-Sacramento has on exhibition a sixteen-pound lump of pure gold taken from the mines near Shasta. Its value is about \$3500, and it is said to be entirely free from quartz or other impurities.

-An cagle was lately shot near Auburn, N.Y., which measured twelve feet from tip to tip of his outspread wings. When discovered he was perched on a fence intently watching a small boy picking strawberries.

-A hog got, "beastly drunk" in Covington, Ky., last Sunday, by eating brandy peaches, and alter staggering about the streets and disgracing bimself for some hours, he fell under the wheels of a street car and was killed.

The New Orleans Times suggests, apropos of the repeal of the income tax so urgently demanded by certain Northern papers, that a few taxes should first be removed from those who are not in the enjoyment of incomes.

-General R. E. Lee is solourning with the family of Samuel H. Tagart in Baltimore, in the hope of recuperating from the somewhat exhausting labors of his present sedentary pursuits. under the medical treatment of Dr. He is Thomas Buckler.

-Firecrackers are going out of date, notwithstanding the apparent magnitude of the nuisance. The Boston market has in some years disposed of 60,000 boxes, but this year 16,000 were sufficient, and even these were brought over from last year.

There is a rumor in well-informed circles that the panier is coming off, not in the manner in which it has been seen to come off in every burlesque and pautomime since the invention of that article of dress, but finally and decidedly and forever.

-An irreverent lawyer having insulted Judge Pitzer, of the California bench, his honor descended, seized a cane, and administered to the attorney a severe flogging. The Judge resumed his seat and bade the whipped pleader to proceed with his remarks.

-The census-takers in different parts of the country are collecting some very curious infor-mation. They find that the highest age attained by unmarried women is twenty-six years. It is well to have the point at which they cease growing older definitely fixed. —The District of Columbia was left free from

the presence of regular troops for the first time since the early part of 1861, by the departure of Dupont's light battery D, of the 5th Artillery, Saturday last, for Newport, Rhode Island, where it is to go into barracks.

-They have some high-toned females in the land of steady habits. A Mrs. Connell, in Willimantic, Conn., enticed a little girl into her house lately and forced her to drink liquor until she was drunk. On reaching home the poor child fell down stairs and broke her arm. -The city marshal of Augusta, Maine, was victimized by a practical joke the other day. Some one informed him that a man was peddling "lleker" from a wagon, contrary to the Maine law. When he went to seize the contraband establishment he found the man selling whips. -Another batch of Chinese has arrived at

New Orleans via the Pacific Railroad, to work on plantations. The New Orleans papers think the Chinese element in the South will become very large ere long, and that the Celestials will, in a great measure, take the place of the negroes

-It is said that General R. E. Lee has refused. on behalf of Mrs. Lee, to accept the annuity of \$3000 which the trustees of Washington College proposed to settle on her. The board, however, has delicately intimated that it intended to have its own way in the matter and endow the esteemed lady, any how.

-They had an instance of the peril of triffing with explosive materials way down in Province-town on the Fourth of July. An old hen attacked a torpedo, and by persistent pecking, caused it to explode and blow her own head off. Not a very serious beginning in Fourth of July

and correctly pronounced by the machine, whereupon there was a great deal of applause. — The bones of about 200 Chinese lately - The bones of about 200 Chinese lately reached San Francisco, on their return to the Celestial Empire. They had been gathered up along the line of the Central Pacific Railroad, and were all there was left of a regiment of the laborers on that great work. They are taken home in pursuance of the contract by which they were originally brought into the country. -The graduating class at Yale this summer numbers 118 men. The average age is twentytwo years, six months, and fourteen days weight, 148 57 pounds, and they have spent \$428,000 in New Haven. These statistics give an idea of the value to the community of a single crop of Yale students. It is of less importance that seventy-nine are Republicans, twenty Democrats, and six conservatives, what-ever these last may be in Connecticut politics; thirty-nine intend studying law, eleven theology, and nine medicine, while eighteen are to follow mercantile pursuits.

SARATOGA, THE PARADISE OF BRIDES AND BRIDEGROOMS.-A correspondent of the Boston Journal, writing from Saratoga, says:-

"Saratoga seems to be the Paradise of young brides and bridegrooms this season. Congress Hall has been fairly run down by the new arrivals, and the parlors have been monopolized by the turtle doves, who have attracted great interest by their billing and cooing. Eight couples have been quartered in the house, and the interest they created never tired. The elevator is a very attractive and Frenchy affair. It is more elegant than the Empress' barouche. It is a favorite resort of bridal parties, and their coming and going up and down are watched with great interest by the State visitors at the springs. Mr. Hathorn has a happy faculty of entertaining these gay visitors, and more are on the way.

"To accommodate the increasing travel a bridal car has been placed on the Saratoga road, and connects with Troy and New York. It is one of the most superb things ever built. It has a saloon, state-rooms, and private rooms. The windows are very large, are of plate glass, and are guarded by screens to keep out the dust. It is curtained, mirrored, painted, and gilded in the highest style of art. Ice cream, cake, and the fruits of the season are served up on tables provided for the purpose. The whole is in charge of Mr. Waters, one of the most popular conductors on the route. The Saratoga road is now under the control of the Vanderbilts. They propose to lay a double track with steel rails to this place.

FURNITURE. DURCHASERS OF

COTTAGE CHAMBER SUITS

And the various styles of

BEDSTEADS, BUREAUS, WASHSTANDS, WARDROBES, ETC., Maple, or other Finished in imitation of Walnut, Maple, or other "hard woods," and now generally known as "Imitation" or "Painted" Furniture, are hereby informed that every article of our manufacture is

STAMPED WITH OUR INITIALS AND TRADE MARK,

And those who wish to obtain goods of our make (there being, at the present time, numerous imitations in the market), should invariably ask the dealer of whom they are purchasing to exhibit our stamp on the goods, and take no other, no matter what representations may be made concerning them.

KILBURN & CATES. Wholesale Manufacturers of Cottage Furniture, No. 619 MARKET STREET. 72 smw6mrp PHILADELPHIA, PA. RICHMOND & CO.. FIRST-OLASS FURNITURE WAREROOMS No. 45 SOUTH SECOND STREET. BAST SIDE, ABOVE OHESNUT, PHILADELPHIA 6 11 URNITURE 9.45 P. M. Selling at Cost, No. 1019 MARKET Street. G. R. NORTH. 4 18 3m PROPOSALS. OFFICE U. S. ORDNANCE AGENCY. Corner HOUSTON and GREENE Streets, (Entrance on Greene,)

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Walnut streets cars run within one splication Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

will receive attention.

MAIL TRAINS LEAVE DEPOT. 8:00 A M.

	Mail Train
a	Paoll Accommodation. 10 A. M. & 12:50 and 7:10 P. 1
	Fast Line
	Erie Express
	Harrisburg Accommodation 2.80 P. 1
-1	Lancaster Accommodation 4'10 P. 1
-1	Parkesburg Train
1	Cincinnati Express 8:00 P. 1
	Erie Mail and Pittsburg Express 10.30 P. 1
1	Way Passenger 11.30 P.
: [Erie Mail leaves daily, except Sunday, runni
	on Saturday night to Williamsport only. On Su
	day night passengers will leave Philadelphia at
6	alalaab Dittahuwa Evaness lagging on Saturd

day hight passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves dally. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 849
A. M. arrives at Paoli at 940 A. M. Sunday

A. M.; arrives at Paol at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-

rives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M. TRAINS ARRIVE AT DEPOT.

1	Cincinnati Express
	Philadelphia Express 6'30 A. M
	Erle Mafi 6 30 A. M
	Paoli Accommodat'n, 8.20 A. M. & 3.30 & 6.40 P. M
4	Parkesburg Train 900 A. M
	Fast Line and Buffalo Express 9.35 A. M
	Lancaster Train , 11.55 A. M
	Erie Express 5'40 r'. M
. 1	Lock Haven and Elmira Express . 940 P. M
	Pacific Express
	Harrisburg Accommodation 940 P. M
	For further information apply to
	TOTAL P VANIER TO Plaket Agent

For iurther information apply to JOHN F. VANLEER, J.R., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa.

4 29 General Superintendent, Altoona, Pa.

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 16, 1870.

Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays

At 7:35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Ningara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Accommodation) for Buflestown.
9 45 A. M. (Accommodation) for Boylestown.
9 45 A. M. (Baylestown, Williamsport, Wilkesbarre, Prittston, Schooley's Mountais, and N. J. Central and Morris and Esser Hailreads.

kailroads. 11 A. M. (Accommodation) for Fort Washington.

1.15, 3 30, and 5.20 P. M., for Abington. 1.45 P. M. (Express) for Bethlehem, Easton, Al-

RAILROAD LINES.

READING RAILROAD-GREAT TRUNK LINK from Philadelphis to the interior of Penn-sylvania, the Schuyikill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, North-west, and the Canadas. SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

hours:-MORNING ACCOMMODATION. At. 7-30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6-35 P. M.: arrives in Philadelphia at 9-25 P.M.

ing at 635 P. M.: arrives in Philadelphia at 925 P.M. MORNING EXPRESS. At 816 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Fails, Buf-falo, Wilkesbarre, Pittston, York, Carlisle, Cham-bersburg, Hagerstown, etc. The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 816 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkilland Susquehana trains for Korthumberland, Williamsport, York, Cham bersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 625 A. M., stopping at in-termediate stations; arrives in Philadelphia at 840 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 615 P. M. ; arrives in Pottstown at 6.15 P. M.

M.; arrives in Pottstown at 6:15 P. M. REALING AND POTTSVILLE ACCOMMODA Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M. Returning, leaves Philadelphia at 5:15 P. M.; ar-rives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M. Morning Express trains for Philadelphia leave

Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 250 P. M., and Pottsville at 2.60 P. M., arriving at Philadelphia at 200 P. M.

7:00 P. M. Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4:10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at

At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wiikesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate stations. 9.25 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12.30 noon, for Reading and all way stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-cented

cepted. Sunday trains leave Pottsville at 8 A. M., and

Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:15 P. M. PERKIOMEN RAILROAD.

At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2 15 and 6:30 P. M. for Lumberton and Medford PERKIOMEN RAILMOAD. Passengers for Schwenksville take 7:30 A. M., 12:80, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Pemterton. At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystewn, Sharon, and Hightstown. 'I he 7 A. M. and 3:30 P. M. Lines leave from Wal-Passengers for Mount Pleasant and Intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11 00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

nut street wharf. July 6, 1870. WM. H. GATZMER, Agent. PHILABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 900 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-mora etc. more, etc.

COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:--Way Mail Train at 3'30 A. M. (Sundaysexcepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Borchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railmore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5'36 A. M. and 8'56 A. M., passing Reading at 7'23 A. M. and 10'40 A. M., arriving at New York 12'05 noon and 3'56 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. A Mail train for New York leaves Harrisburg at 8'10 A. M. and 2'50 P. M. Mail train for Harris-burg leaves New York at 12 M.

RAILROAD LINES.

AUC FION SALES.

M. THOMAS & SONS, NOS. 189 AND 141 S. FOURTH STREET.

BY BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street, Cash advanced on consignments without extra charge. 11 244

BOOTS AND SHOES. On Friday Morning, July 15, at 11% o'clock, stock of Boots, Shoes, and T 18 2t

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER.

Personal attention given to sales of household fur-

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

N. B.-A superior class of furniture at private sale

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, NO. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street, ELEGANT WALNUT AND PLUSH PARLOR AND LIBRARY SUITS; Handsome Oiled Walnut Chamber Suits, with Wardrobes to match; Hose-wood Piano Fortes; French Plate Pier and Mantel

Glasses, with Tables; Walnut and Oak Dining-room Furniture, Spring, Hair, Husk and Coltan-top Mattresses; Velvet, Brussels, Ingrain and Venetian Carpets; Clothes Hampers, Toilet Sets and Canton China, Paintings and Engravings, Kitchen Furniture, etc.

and Canton China, Faintings and Englishings Kitchen Furniture, etc. On Friday Morning, At 9 o'clock, at No. 1110 Chesnut street, will be sold, a large assortment of superior-made l'arniture, for the parlor, library, sitting-room, chamber,

Also, a large assortment of second-hand furniture, from families, comprising 4 suits of parior furniture,

Also, tables, chafts, etc., from an ice cream saloon. IRON PUMP.

Also, at 10 o'clock, one of West's great force and

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MAPKET street, corner of Bank street. Successors to John B. Myers & Co.

GEORGE W. ANDERSON. H. C. STUCKY. THOMAS ANDERSON & CO.

AUCTIONNERS (Established 1826). AUCTIONNERS AND COMMISSION MERCHANTS. LOUISVILLE, KY. Business strictly Commission. All suction sales expla-sively for each

Arely for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats ev

Thursday. Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [2 19 6m

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

Freight (with passenger car). 11:50 A. M. Express (through in 1½ hours). 7:24 A. M. Atlantic Accommodation. 606 A. M. An extra Express Train (through in 1½ hours) will leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 9:40 A. M. LOCAL TRAINS LEAVE— For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M. For Atco and intermediate stations, 10:15 A. M and 6 P. M.

Returning, leave-

street, will call for baggage and check to destina-

828 Chesnut street and No. 116 Market street for the sale of through tickets only. Passengers are allowed to take wearing apparel

only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundre.

dollars, unless a special contract is made for the same. D. H. MUNDY,

THILADELPHIA AND ERIB RAILROAD. DHILADELITHIA AND ERIS RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadeiphia and frie Railroad run as follows from Pennsylvania Railroad Depot, West

EASTWARD.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS. COMMENCING THURSDAY, JUNE 30, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mall for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9:00 A. M. Mall and Express for Cape May. 11:46 A. M., Woodbury Accommodation. 8:16 P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4:00 P. M., Fast Express, for Cape May only. 6:45 P. M., Passenger for Swedesboro and Clay-ten, stopping at all stations on signal. Sunday Mail Train leaves Online May 10 P. M.

A. M.; returning, leaves Cape May at 540 P. M. Commutation tickets at reduced rates between Philadelphia and all stations.

Philadelphia and all stations. Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at 9-20 A. M., stopping at all stations between Glassboro and

Cape May, and 12 o'clock noon for Swedesbore, Salem, and Bridgeton. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. 8 16 WM. J. SEWELL, Superintendent.

PIANOS.

PH I

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES.

Full guarantee and moderate prices. 8 21 WAREROOMS, No. 610 ARCH Street.

ONE DOLLAR GOODS FOR 95 CENTJ. 10 15 fth) DIXON'S, No. 21 S. EIGHTH Street.

8.25

BALD EAGLE MAIL leaves Williams-

Agent.

- 1.30 P. M.

port - - 1'30 P. M. arrives at Lock Haven - 2'45 P. M.

on. Additional ticket offices have been located at No.

Haddoniield at 7:15 A. M., 1 P. M., and 3 P. M. Atco, at 6:22 A. M. and 12:15, noon. ON SUNDAYS.

O S E P H P E N N E Y, AUCTIONEER, No. 1207 CHESNUT & TREET. [6 23 tf

LOUISVILLE, KY

covered with plush, damask, etc. FIXTURES OF AN ICE CREAM SALOON.

dining-room and kitchen. SECOND-HAND FURNITURE.

For particulars see "Public Ledger."

Straw Goods.

lift pumps.

IN

and 6 P. M.

same.

6 28

Philadelphia:-

84

1870. -FOR NEW YORK -THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

Sale at the Auction Rooms. SUPERIOR HOUSEHULD FURNITURE, PIANOS, CABINET ORGAN, MIRRORS, FIRE-PROOF SAFES, BEDDING, BOOKCASES, SIDEBOARDS, CMANDELIERS, STOVES, FINE CARPETS, ETC. On Thursday Morning, July 14, st 9 o 'clock, at the auction rooms, by catalogue, about 600 lots superior household furni-ture, etc. etc. 7 12 20

to New York and Way Places. FROM WALNUT STREET WHARP. At 6:30 A. M., Accommodation, and 2 P. M., Ex-press, via Uamden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. VIA NEW JERSEY SOUTHERN BAILBOAD. At 7 A. M. and 3:30 P. M. for New York, Long Branch, and litermediate places. At 6 P. M., for Amboy and intermediate stations. At 6:30 A. M., 2 and 3:30 P. M. for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 and 10 A. M., 12 M., 2, 8:30, and 6 P. M. for Trenton.

At 6 and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, At 6:80, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco. and Riverton. At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, 11-30 P. M. for Edgewater, Riverside, Hivereid, and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M.

The 11:30 P. M. line leaves from Market Street

Ferry (upper side). BOM KENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

Bristol. At 7:30 A. M., 2:30, and 5 F. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADRLPHIA DEPOT,

Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6:45 P. M., and 12 night.

CAMPEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSFOWN RAIL-

ROADS. FROM WARKET STREET FERBY (UPPER SIDS),

Medford. At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11.00 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-

commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the

7.00 A. M. and 4:30 P. M. trains for Baltimore Cen-

AN EXPRESS TRAIN

ON AND AFTER MONDAY, July 4, 1870,

For particulars as to connections for TOM's RIVER, RED BANK, and all way stations, see the

"Traveller's" and "Appleton's Guides." 6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

7 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4:50 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING E. R. 4 9

in the Afternooon from each end of the route. THE EXPRESS TRAIN

stations.

ral Raliroad.

wood, and Chester.

will be furnished with

BELVIDERE DELAWARE RAILROAD LINES FROM KENSINGTON DEPOT. At 7-80 A. M. for Niagara Falls, Buffalo, Dun-

casualties for Cape Cod

-It is said that Red Cloud and his band were greatly surprised by the celerity of railroad travel, and made gestures denoting the drawing of an arrow from a bow, and indicated the flight of eagles with their arms, to show the comparisons the speed of the railroad suggested to their picturesque imaginations.

-Trains have just begun to run over the new bridge at Hoosic Tunnel, and passengers from Boston can now reach Saratoga in a single day. Four stages have been put on the line over the mountain, and a new hotel, called the Tunnel House, was opened on the Fourth. Some progress may be hoped for at Hoosic yet.

-A lady at a fair in Springfield, Ohio, the other day saw what she took to be a very nice piece of caudy, and quietly put it in her mouth. It proved to be a miniature bombshell, and exploded, lacerating her mouth and shattering her teeth in an exceedingly unpleasant manner. Attempting to eat bombshells is a dangerous business.

-The women of Connecticut had another field-day on Tuesday, before the Legislative Committee, when Miss Brown and Mrs. Hannaford asserted that when women have the ballot they will enforce the prohibitory liquor law. Mr. Pratt asked how they would accomplish this, and was answered that husbands' votes might possibly be coerced. -The London theatre-goers have experienced

a new sensation, which exceeds in realism and freshness the most brilliant imaginings of Bouci-cault. It seems that a Miss Elvira H., at a performance at the Drury Lane Theatre, was seen to totter and fall. The curtain was lowered, then presently it rang up and it was announced to the audience that mother and child were doing well, all of which was received with frantic applause.

-The Methodist Episcopal Church, in Cincin-nati, is in a ferment. A Mrs. Eliza Van Cott has been licensed as a regular Methodist preacher by a Quarterly Conference in Troy. More than a baker's dozen of the ministers of that denomination held a meeting in Cincinnati, on the 20th instant, and resolved against the Rev. Mrs. Eliza as not in harmony with the Scripture, nor to be allowed as a prudential measure.

-A company of Mexicans are organizing an association at Los Angeles, Cal., for the purpose of establishing colonies North and South of the city of Acapulco, in the State of Guerrero, in Mexico. The Mexican Government guarantee protection to such settlers, and exemption from xation and duties on imports of mining and ricultural implements for five years. The tilles to the lands are good.

-The Tennessee House of Representatives has rejected the Senate bill directing the Atterney-General to bring suit in the Chancery Court of Nashville against the president, directors, and stockholders of the Tennessee and Pacific Railroad Company, sor the recovery of the State bonds, alleged to have been fraudulently obtained from the State authorities, and holding all of the aforesaid parties individually liable.

-John Langdon Libbey, the erudite librarian of Harvard College, proposes to publish a volume of biographical sketches of the first 250 graduates of that institution. He has been enthese worthies from oblivion, and ought to rewarded by the appreciation of the later alumni. His list begins with Sir George Down-ing, the first graduate, and ends with Cotton

Mather, of witchcraft memory. --While a Mr. and Mrs. W. P. Childs, of Waltham, Mass., were riding in their carriage last Monday evening during a thunder shower, the lightning attempted to take liberties with the lady's face, and at the same moment, to conceal its designs, overturned the carriage. serious injury was done, but certain metallic ornaments on Mrs. Childs' hat were found to have been melted. These probably saved her from rather too warm a kiss.

-Faber's speaking machine is attracting attention in Germany. It pronounces each let-ter distinctly, and even laughs and sings. Ger-man philologists have have heretofore declared it to be impossible to imitate the letter I (as it to be impossible to imitate the letter I (as pronounced in German) by artificial means, but this machine speaks the word "Mississippi" very plainly. During a performance at Berlin, a slip of paper containing the words "Long live King William of Prussia" was handed to Mr. Faber,

(Entrance on Greene.) P. O. Box 1811, NEW YORK CITY, June 23, 1870. During the months of July and August, 1870, I shall, by authority of the War Department, receive scaled bids for the purchase from the U. S. Ordnance Department of PIG LEAD and LEAD BULLETS, as follows, deliverable at the points herein men-

tioned only:-On SATURDAY, July 28, 1870. One hundred tons Lead Bullets, Frankford Arsenal. Fifty " " Watervliet " One hundred " " " Watervliet "

One hundred "Watertown " On SATURDAY, July 30, 1570. One hundred tons Lead Bullets, Frankford Arsenal. Fifty "Watervliet "Watertown " One hundred " " Watertown "

One hundred Watertown Watertown On WEDNESDAY, August 3, 1970. Two hundred tons Pig Lead, New York Arsenal. Fifty On WEDNESDAY, August 10, 1870.

One hundred tons Lead Builets, Frankford Arsenal. """ "Pig Lead, New York " Fifty " "St. Louis " On WEDNESDAY, August 17, 1870. One hundred and fifty tons Pig Lead, New York Arsenal

Arsenal

Fifty tons Pig Lead, St. Louis Arsenal. On WEDNESDAY, August 24, 1870. One hundred and fifty tons Pig Lead, New York

Arsenal

Arsenal. One hundred tons Lead Bullets, Watertown Arsenal. Fifty "Pig Lead, St. Louis Arsenal, On WEDNESDAY, August 31, 1870. Four hundred tons Pig Lead, New York Arsenal. Fifty ""St. Louis " Proposals will be opened at 12 o'clock M. on the days and dates herein specified, all bids to be accom-panied by a certified check or draft on New York for five per cent. of the amount offered for. Bids must be endorsed "Proposals for Lead." and

live per cent. of the amount offered for. Bids must be endorsed "Proposals for Lead," and addressed to this office. The Ordnance Department reserves the right to reject any and all bids not deemed satisfactory, and may at its option accept bids for amounts in excess of the quantities advertised for sale. Thirty days will be allowed for the payment and removal of the Load Lead.

Further information can be had on application to this office.

9561	S. CRISPIN, BytColonel U. S. A., Major of Ordnance
STOVE	ES, RANGES, ETO.
1	AN STOVE AND HOLLOW WARE COMPANY, PHILADELPHIA. ON FOUNDERS.
J. EDGAR THON	
	orth, Sharpe & Thomson, and Edgar
	TINNED, ENAMELLED, and
HEA FOUNDRY, SE	VY HOLLOW WARE.

OFFICE, No. 209 N. SECOND Street. FRANKLIN LAWRENCE, EDMUND B. SMITH Superintendent. Treasurer. 1 27 wfm 6m

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Truck and Wagon-cover Duck. Also, Paper Manufacturers' Drior Falls, from thirty to seventy-siz Inches, with Paulins, Balting, Sail Twine, etc. JOHN W. EVREMAN, Bo, 19 OMUMOH Street Oist Stores.

lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton. 2 30 P. M. (Accommodation) for Doylestown.

At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4.16 P. M. (Mail) for Doylestown. 5.00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8.00 and 11.30 P. M. (Accommodation) for Fort Washington. The Flith and Sixth streets, Second and Third

treets, and Union Lines City Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 55 A. M.; 2 15, 5 65, and

8 26 P. M. 20 P. M. Doylestown at 8.25 A. M., 4.40 and 7.05 P. M. Lansdale at 7.30 A. M.

Fort Washington at 9 20 and 11-20 A. M., 3-10 and

Abington at 2.35, 4.55, and 6 45 P. M.

Abington at 2'36, 4'56, and 6'45 F. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M.

and 7.00 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M.

Fort Washington for Philadelphia at 9:30 A. M. and 8'10 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

DHILADELPHIA, GERMANTOWN AND NOR-

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 34, 84, 4, 45, 505, 54, 6, 65, 7, 8, 9, 10'05, 11, 12 P. M.

12 P. M. Leave Germantown 6, 655, 7½, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6½, 6, 6½, 7, 8, 9, 16, 11 P. M. The 820 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9½ A. M., 2, 405, 7, and 105 P. M.

Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4 P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 834, 53, 7, 9, and 11 P. M. Leave Cherrut Hill 7.10, 8, 9.40, and 11.40 A. M.,

Leave Cherrut Hill 7 40, 5, 9 40, and 11 40 A. M., 1140, 3 40, 6 40, 6 40, 8 40, and 10 40 P. M. ON SUNDAYS. Leave Philadelphia at 9½ A. M., 2 and 7 P. M. Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and

9-25 P. M.

Passengers taking the 6:55, 9 A. M., and 6% P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

Station. FOR CONSHOHOCKEN AND NORRISTOWN.

Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%;
8, 4%, 4, 5%, 6%, 80%, 10, and 11% P. M.
Leave Nerristown 5%, 6°25, 7, 7%, 8°50, and 11 A.
M., 1%; 5, 4%, 6%, 8, and 9% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7%, 9, and 1105 A. M., 1%, 3, 4%, 5, 5%, 6%, 8°05, 10, and 11% P. M.
Leave Manayunk 6, 6°55, 7%, 8 10, 9 20, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
Leave Manayunk 6, 6°55, 7%, 8 10, 9 20, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
Leave Manayunk 7% A. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6, 7%, 8 10, 9 20, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6 P. M.
Leave Philadelphia 8 P. M.
Leave School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 905 A. M. and 6% P. M.
Trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 9% A. M. and 5 P. M. trains from New York

connections with the trains from New York tersection Station. The 9% A. M. and 5 P. M. trains from Ger-mantown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RALLROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore. OXFORD at 6-05 A. M., 10-35 A. M., and 5-30 P. M. CHADD'S FORD at 7-26 A. M., 1200 M., 1-30 P. M., 4-45 P. M., and 6-49 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundrod dollars unless a special contract is made for the same. HENRY WOOD, General Superintendent. General Superintendent.

at Salisbury with Wicomico and Pocomoke Ra road.

at Salisbury with Wicomico and Pocomoke Rail-road. Express Train at 1146 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M.

and \$60 P. M., returning from Tamaqua at \$36 A. M., and \$40 and \$60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at \$56 A. M. for Pinegrove

and Harrisburg and at 12'05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3 40 P. M., from Brookside at 3 45 P. M.,

and from Trer out at 6 25 A. M., and 506 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Heading and Pottsville and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the

Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhiladelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and forms.

and firms MILEAGE TICKETS.-Good for 2000 miles, be-tween all points, at \$47.00 each, for families and

rsl Raliroad. From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mail; 909 A. M., Express; 235 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. firms. Drms. SEASON TICKETS.-For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates. OLERGYMEN residing on the line of the road

will be furnished with cards entitling themselves and wives to tickets at hali fare. EXCURSION TICKE'IS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. streets.

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 5 00 A. M.; returning, leit West Grove at 3 55 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be record during the dor Parson superheasing

streets. FKEJGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., at d for the principal stations only at 215 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H: F, KENNEY, Superintendent. BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning HILL Streets and

W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

will be furnished with SPLENDID PALACE CARS. NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HGOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

trains will run as follows:-LEAVE NEW YORK, from Pier No. 25 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 430 P. M. Ex-

11:50 A. M. for B. C. Junction stops at all stations.
2:50 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations.
4:45 P. M. for West Chester stops at all stations.
4:45 P. M. for West Chester stops at all stations.
4:45 P. M. for West Chester stops at all stations.
4:50 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations. press. LEAVE PHILADELPHIA. from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 3:30 P. M. Express. The NARRAGANSET TT STEAMSHIP COMPANY'S press.

Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

stations.
6'55 P. M. for West Chester stops at all stations.
6'55 P. M. for West Chester stops at all stations.
11'30 P. M. for West Chester stops at all stations.
5'25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7'40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R.
S 45 A. M. from B. C. Junction stops at all stations.
1000 A. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
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106 P. M. from West Chester stops at all stations.
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107 P. M. from West Chester stops at all stations.
108 P. M. from West Chester stops at all stations.
108 P. M. from West Chester stops at all stations.
109 P. M. from B. C. Junction with P. & B. C. R. R.
100 P. M. from B. C. Junction with P. & B. C. R. R.
108 P. M. from B. C. Junction with P. & B. C. R. R.
108 P. M. from B. C. Junction with P. & B. C. R. R.
108 P. M. from B. C. Junction with P. & B. C. R. R.
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100 P. M. from West Chester stops at all sta On and after MONDAY, April 4, 1810, trains will run as follows:-LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue-For PORT DEPOSIT at T A. M. and 4:30 P. M. For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and